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25X1A 25X1A PRIORITY [REDACTED]

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OSA-1-20

IN-91343

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25X1A 25X1A PRIORITY [REDACTED] OSA-1-20 [REDACTED]

25X1A [REDACTED] [REDACTED]

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25X1A [REDACTED]

1. ON 1 MARCH TWO SURVIVAL EXPERTS AND A COWBOY ON HORSES ATTEMPTED TO REACH WING. DUE TO CLOUDS, WIND AND SNOW WHICH REDUCED VISIBILITY TO 30 FEET, THESE THREE PEOPLE, WERE NOT SUCCESSFUL. THIS GROUP DID HOWEVER REACH THE TOP OF PEAK/RIDGES WHICH IS HIGHER THAN THE WING. THEY SPENT ABOUT AN HOUR IN THE AREA WHERE THEY BELIEVED THE WING WAS. ONE OF THE SURVIVAL TECHS HAD SEEN THE WING FROM THE AIR 28 FEB. TOTAL ELAPSED TIME FOR THIS FORAY WAS ABOUT FOUR HOURS. AT ONE POINT THE WIND WAS SO BAD THE HORSES REFUSED TO CONTINUE. ONE OF THE SURVIVAL TECHS INJURED A LEG, NOT SERIOUS, WHEN THE HORSE SLIPPED. AT THIS TIME, SNOW WAS ESTIMATED TO BE 18 INCHES DEEP. (COMMENT: ON 28 FEB THE GROUND WAS ONLY ABOUT 5 PERCENT SNOW COVERED IN THE VICINITY OF THE WING.)

2. WE NOW HAVE A BASE CAMP AS CLOSE TO THE WING AS WE CAN MANAGE BY VEHICLE. THE CAMP IS A HUNTING FACILITY OWNED BY A GROUP IN BAKERSFIELD. IT IS CRUDGE BUT COMFORTABLE.

AND ALARM

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KEEP A MIN OF TWO SECURITY PEOPLE AT THIS CAMP AT ALL TIMES. THE OVERALL AREA IS OWNED BY A RANCHER NAMED [REDACTED] A VERY CONGENIAL AND COOPERATIVE TYPE. [REDACTED] RANCH HOUSE IS APPROX 5 MILES AWAY AND 1000 FEET LOWER THAN OUR BASE CAMP. [REDACTED] HAS A TELEPHONE.

25X1A

25X1A 3. IT SNOWED 8 INCHES AT [REDACTED] RANCH HOUSE LAST NIGHT. 14 INCHES AT OUR BASE CAMP. OUR GROUND PARTY COULD NOT NEGOTIATE THE ROAD TO [REDACTED] RANCH VIA FOUR WHEEL DRIVE VEHICLES THIS

25X1A

25X1A MORNING. HOWEVER [REDACTED] APPARENTLY REALIZING OUR PROBLEM SENT A 4 WHEEL DRIVE VEHICLE WITH WINCH TO BRING OUR PEOPLE OUT IN ORDER THAT WE COULD TALK WITH THEM BY PHONE. I'M HAVING TWO OF OUR 4 WHEEL DRIVE VEHICLES EQUIPPED WITH WINCHES TONIGHT.

25X1A 4. [REDACTED] MY REP AT THE BASE CAMP, STATED AT 1200L 2 MARCH, AFTER REACHING THE [REDACTED] RANCH, THAT IT WAS STILL SNOWING AT THE BASE CAMP AREA, AND HAD 400 FEET CEILING. HE ASSUMES IT IS SNOWING AT THE HIGHER LEVELS.

5. DISPATCHED A T-33 THIS MORNING TO CHECK AREA. AREA AS EXPECTED WAS SOCKED IN, AIR TURBULENT.

25X1A 6. I AUTHORIZED [REDACTED] TO BRING OUT ALL OUR PEOPLE EXCEPT TWO SECURITY PEOPLE SINCE IT NOT FEASIBLE TO REACH WING BY GROUND PARTY NOW OR IMMEDIATE FUTURE DUE SNOW.

7. ACCORDING TO FORECASTED WX, THE AREA WHERE THE WING IS MAY BE CLEAR ON 3 MARCH. ON 3 MARCH WE WILL LAUNCH A T-33 AT 0800L TO CHECK THE WX. IF CLEAR, A HELICOPTER WITH U-3 AS CHASE WILL PROCEED TO AREA TO DETERMINE IF WING IS STILL VISIBLE. ALSO,

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ATTEMPT DETERMINE FEASIBILITY OF LANDING HELICOPTER VICINITY OF WING, OR IF IT ONLY POSSIBLE TO DELIVER AND RECOVER MEN AND MATERIALS VIA SLING FROM HELICOPTER. MUCH DEPENDS ON EDWARDS HELICOPTER PILOTS RECOMMENDATIONS. IF EDWARDS HELICOPTER RESOURCE NOT SUITABLE/CAPABLE FOR DELIVERING SLING TO VICINITY WING AREA IT MAY BE NECESSARY TO GO TO HELICOPTER RESOURCE

25X1A LOCATED BY [REDACTED] OF LAC.

8. IF WING RELOCATED AND VISIBLE AND POSSIBLE TO SERVICE VICINITY OF WING WITH MEN AND MATERIALS BY HELICOPTER WE PLAN DELIVER MEN TO TAKE PICTURES AND HAVE WING EXAMINED BY LAC ENGINEERS AS SOON AS PRACTICAL, BUT PRIOR TO COMMENCING TO PREPARE WING FOR RECOVERY.

9. IF NOT POSSIBLE TO SERVICE AREA WHERE WING IS LOCATED BY HELICOPTER IN ORDER TO PREPARE WING FOR REMOVAL, IT APPEARS WE MUST WAIT UNTIL SNOW MELTS. BEST ESTIMATE (ESTIMATE OBTAINED FROM COROLATING ESTIMATES FROM LOCAL RANCHERS AND MY WX TYPE) FOR SNOW TO MELT IS WEEK TO TEN DAYS.

10. OUR PHOTOGRAPHY OF AREA WHILE MOST HELPFUL IS NOT AS SATISFACTORY AS I HOPED. THUS, WHEN THE SNOW HAS MELTED TO APPROX THE SAME CONDITION AS EXISTED ON 25 FEB, AND WX PERMITTING: PROPOSE DELTA CAMERA UTILIZATION IN ART 348 FOR CRASH AREA PHOTOGRAPH. AN AREA APPROX 5 NAUTICAL MILES SQUARE WILL BE PHOTOGRAPHED IN 2 RUNS WITH A MINIMUM OF 30 PERCENT SIDELAP BETWEEN LINES. PHOTO ALTITUDE WOULD BE 15,000 FEET ABOVE TERRAIN. FLIGHT ALTITUDE WOULD BE 19,000 FEET INDICATED.

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AT THIS ALTITUDE, 3.45 NM LATERIAL COVERAGE WILL BE OBTAINED. TO KEEP IMC IN ACCEPTABLE TOLERACE, IT IS NECESSARY TO MAINTAIN 90 TO 100 KNO G.S. AN INDICATED AIRSPEED WELL ABOVE STALL SPEED CAN BE MAINTAINED BY PLANNING THE FLIGHT LINES UP WIND. THE DIRECTION OF THE FLIGHT LINES IS NOT A CRITICAL FACTOR. TAKE-OFF TIME WOULD BE 1930Z WHICH WOULD ALLOW PHOTOGRAPHY TO BE TAKEN WITH A MAXIMUM SUN ANGLE REDUCING SHADOW EFFECT. THIS WILL REQUIRE HQTRS RELEASE FOR ART 348 AND OUR NEW DELTA WHICH HAS NOT BEEN TESTED. PURPOSE OF THIS IS TO PROVIDE DETAILED PHOTOGRAPHY OF WHAT WE DETERMINE TO BE THE AREA WHERE 342 DEBRIS SHOULD BE LOCATED. FOR YOUR INFO, WE FOUND A 3 FOOT LENGTH OF 1/4 INCH FUEL DRAIN LINE AT A LOCATION ABOUT 3 MILES EAST OF WHERE WING WAS FOUND.

11. LOCATION OF MATERIAL OTHER THAN THE WING WILL BE UNDERTAKEN AS THE SNOW MELTS. THIS WILL BE ACCOMPLISHED BY A COMBINATION OF P.I. WORK OF PHOTOGRAPHY OF AREA, AERIAL SEARCH, GROUND SEARCH WITH TRAIL HONDAS, HORSE BACK AND BY FOOT.

12. WE HAVE THE ENGINE AT [REDACTED]

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13. ASSUMING WE ARE ABLE TO RECOVER THE WING BY HELICOPTER DOES HQTRS DESIRE IT BE BROUGHT DIRECTLY TO [REDACTED] BY HELICOPTER OR BE TRANSFERRED TO A FLATBED TRUCK AND HAULED OVERLAND TO [REDACTED] THIS QUESTION IS MOTIVATED BY SECURITY CONSIDERATIONS.

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END OF MESSAGE

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